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<td>DIA-BT6372-0</td>
<td>Diaphragm Integral Abutment; Bulb T-Beam 63-72 inch beam depth; No skew</td>
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<td>DIA-BT6372-L</td>
<td>Diaphragm Integral Abutment; Bulb T-Beam 63-72 inch beam depth; Left skew</td>
<td>2/17/2017</td>
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<tr>
<td>DIA-I4554-0</td>
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</table>
1'-3" Approach slab seat
-3" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.

Concrete in diaphragm is included with Concrete Superstructure. Reinforcement bars in diaphragm are billed with superstructure on sheet of .

Notes:
- Cost of cellular polystyrene is included with Concrete Superstructure.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

For details of bars s10(E), s11(E) and v100(E) see sheet of .
**DIAPHRAGM DETAILS**

- **Skew**
- **Approach slab**
- **Control point 1'-3''**
- **Approach slab seat**
- **Construction joint recommended by supplier.**

**Abutment**

- **Back of Abut.**
- **Wingwall with suitable adhesive as per Article 1051.09 of the Standard Specifications.**

**Beam**

- **Chamfer (field bend)**
- **m11(E) or m12(E)**
- **m13(E) or m14(E)**
- **Fabric bearing pad**

**Section A-A**

- **Plan at Abutment**
- **Section B-B**

**Notes:**
- Reinforcement bars in diaphragm are billed with superstructure on the same sheet.
- Concrete in diaphragm is included with Concrete Superstructure.
- For details of bars s10(E), s11(E) and v10(E) see sheet of B-B.
- Spacing for these bars shall be 9-1/2'' to the beams.
- The approach slab shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**Plan at Abutment**

- **(Showing bottom flange of beam)**

**Section B-B**

- **Approach slab**
- **Control point**
- **Construction joint**
- **Approach slab seat**
- **Control point 1'-3''**

**Notes:**
- Reinforcement bars in diaphragm are billed with superstructure on the same sheet.
- Concrete in diaphragm is included with Concrete Superstructure.

**Section A-A**

- **Plan at Abutment**
- **Section B-B**

**Notes:**
- Reinforcement bars in diaphragm are billed with superstructure on the same sheet.
- Concrete in diaphragm is included with Concrete Superstructure.
- For details of bars s10(E), s11(E) and v10(E) see sheet of B-B.
- Spacing for these bars shall be 9-1/2'' to the beams.
- The approach slab shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
**DIAPHRAGM DETAILS**

**STRUCTURE NO.**

**DIAPHRAGM AT ABUTMENT**

- Approach slab
- Construction joint
- Approach slab seat
- Control point
- Approach slab
- Control point
- Construction joint

**SECTION B-B**

- Approach slab
- Control point
- Slope %

**SECTION A-A**

- Formed joint
- Fabric bearing pad
- Cellular polystyrene

**PLAN AT ABUTMENT**

- Deck
- Fabric bearing pad
- Cellular polystyrene

**TABLE**

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<tr>
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<td><strong>SECTION B-B</strong></td>
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<td><strong>SECTION A-A</strong></td>
</tr>
<tr>
<td><strong>PLAN AT ABUTMENT</strong></td>
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**Notes:**

- Reinforcement bars in diaphragm are billed with superstructure on sheet of.
- Concrete in diaphragm is included with Concrete Superstructure on sheet of.
- For details of bars s10(E), s11(E) and s12(E) see sheet of.
- Spacing for these bars shall be at right angles to the beams.
- The approach slab shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**DIAGRAM**

- Approach slab
- Control point
- Fabric bearing pad
- Cellular polystyrene
- Formed joint
- Bridge relief joint sealer
- Concrete in diaphragm

**Reinforcement**

- s10(E), s11(E) and s12(E) bars shall be placed parallel to the beams.

**Fabric**

- 1" x 1'-0" x 2'-0" nominal thickness,
- Typ. 2" chamfer

**Material**

- Cellular polystyrene
- Typical for bar placement and spacing.

**Details**

- Approach slab seat shall have a constant slope determined from control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
Approach slab

Control point

1'-3"

Approach slab seat

Control point

1'-3"

Construction joint

recommended by supplier.

wingwall with suitable adhesive as Standard Specifications) bonded to 2" PJF (per Article 1051.09 of the Rdwy.

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet of

Concrete in diaphragm is included with Concrete Superstructure on sheet of

For details of bars s10(E), s11(E) and v100(E) see sheet of .

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

Reinforcement bars are as listed on sheet of .

See Section A-A

For hole locations, see sheet of .

Fabric bearing pad, typ.

2" chamfer

Slope %

Approach slab

Control point

Construction joint

2" PJF (per Article 1051.09 of the standard specifications) bonded to wingwall with suitable adhesive as recommended by supplier.

2" PJF (per Article 1051.09 of the standard specifications) bonded to wingwall with suitable adhesive as recommended by supplier.

2" chamfer

Back of Abutment

Cellular polystyrene

Fabric bearing pad

m10(E)

m13(E) or m14(E)

s10(E)

s11(E)

m10(E)

11"

2-#5 m15(E) bars, typ.

2-#5 m15(E) bars, typ.

Bars at m17 str. typ.

Beam. Bm.

Bars at m17 str. typ.

Beam. Bm.

Bars at m17 str. typ.

Beam. Bm.

Bars at m17 str. typ.

Beam. Bm.

Bars at m17 str. typ.

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Bars at m17 str. typ.

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Bars at m17 str. typ.

Beam. Bm.

Bars at m17 str. typ.

Beam. Bm.

Bars at m17 str. typ.

Beam. Bm.

Bars at m17 str. typ.

Beam. Bm.
DIAPHRAGM AT ABUTMENT

SECTION B-B

DIAPHRAGM DETAILS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
- Reinforcement bars in diaphragms are billed with superstructure on sheet.
- Concrete in diaphragm is included with Concrete Superstructure on sheet.
- For details of bars s10(E), s11(E), and s100(E) see sheet.
- The s10(E) and s11(E) bars shall be placed parallel to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

Concrete in diaphragm is included with Concrete Superstructure on sheet.
DIAPHRAGM AT ABUTMENT

Notes:

- Reinforcement bars in diaphragms are billed with superstructure on sheet A-A.
- Concrete in diaphragm is included with Concrete Superstructure on sheet A-A.
- For details of bars s10(E), s11(E), and v100(E) see sheet A-A.
- The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- The #5 s110(E) bars shall have a constant slope determined from the control points shown.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

Concrete in diaphragm is included with Concrete Superstructure on sheet A-A.

Approach slab seat shall have a constant slope determined from the control points shown.
DIAPHRAGM AT ABUTMENT

Construction joint recommended by supplier.

Concrete in diaphragm is included with Concrete Superstructure on sheet of.

For details of bars s10(E), s11(E) and v100(E) see sheet of.

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet of.

Concrete in diaphragm is included with Concrete Superstructure on sheet of.

PLAN AT ABUTMENT

(Showing bottom flange of beam)
**DIAPHRAGM AT ABUTMENT**

- Approach slab seat
- Approach slab
- Control point
- Construction joint
- Wingwall with suitable adhesive as recommended by supplier.

- 2" PJF (see Article 1051.09 of the standard specifications) bonded to 1" Cellular polystyrene and fabric bearing pad (typ).

- For details of bars s100(E), s110(E) and v100(E) see sheet of.

**SECTION A-A**

- Beam
- Back of Abut.
- Formed joint with bridge relief joint sealer.
- Rocky relief joint sealer.

- Fabric bearing pad

**SECTION B-B**

- Plan at Abutment
- Slope %
- Approach slab seat
- Control point
- Formed joint for m15(E) bars, typ.

**PLAN AT ABUTMENT**

- Showing bottom flange of beam
- 1" Cellular polystyrene

**Notes:**
- Reinforcement bars in diaphragm are billed with superstructure on sheet of.
- Concrete in diaphragm is included with Concrete Superstructure on sheet of.
- For details of bars s100(E), s110(E) and v100(E) see sheet of.
- The s100(E) and s110(E) bars shall be placed parallel to the beams. The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
DIAPHRAGM AT ABUTMENT

SECTION B-B

DIAPHRAGM DETAILS

Approach slab
Control point
1'-3"

Approach slab seat
Control point
1'-3"

Construction joint
recommended by supplier.

Wingwall with suitable adhesive as
Standard Specifications) bonded to

2" PJF (per Article 1051.09 of the
Rtwy.

1'-0"

Const.

V a r i e s
p o i n t s
a t c o n t r o l
1'-3"

Const. jt.

Abut.

Back of

Fabric bearing pad
Cellular polystyrene

Field bend

m15(E)

1'-0"

m10(E)

1

1

1

m10(E)

1'

m10(E)

1

1

m15(E)

6" (Showing bottom flange of beam)

m10(E)

1'-0"

m10(E)

1'-0"

m15(E)

4-#6 m11(E) bars

See Section A-A

s10(E)

4-#6 m12(E) bars

See Section A-A

1-#6 m14(E) bar

See Section A-A

6-#6 m10(E) bars

Notes:
Reinforcement bars in diaphragm are billed with superstructure on
Concrete in diaphragm is included with Concrete Superstructure
sheet of

Concrete in diaphragm is included with Concrete Superstructure
sheet of

For details of bars s100(E), s11(E) and s100(E) see sheet of
The s10(E) and s11(E) bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from
the control points shown.
Cost of cellular polystyrene is included with Concrete Superstructure.
Beams shall be braced for stability during erection and remain braced
until deck is poured and cured.
DIAPHRAGM AT ABUTMENT

CONSTRUCTION joint recommended by supplier.

For m10(E) bars, typ. See sheet of for hole location.
m10(E) or m12(E)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet of.
Concrete in diaphragm is included with Concrete Superstructure on sheet of.
For details of bars s10(E), s11(E) and v100(E) see sheet of .
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of cellular polystyrene is included with Concrete Superstructure.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

PLAN AT ABUTMENT

(Anchoring bottom flange of beam)

SECTION B-B

DIAPHRAGM AT ABUTMENT

Each End

Each End

DIAPHRAGM DETAILS

Approach slab

Approach slab seat

Construction joint

Abutment

Back of Abutment

1'-6''

1'-5''

1'-5''

1'-3''

1'-0''

2' x 1' x 1-3/4'' fabric bearing pad m15(E)

1'' Cellular polystyrene according to ASTM C 778 (Types I-I1 and IV-VI)

Z-Chamber

E Beam

See Section A-A

See Section A-A

2'' Formed joint with bridge relief joint sealer (full width)

1/4 x 1/2 Formed holes v11(E)

m10(E), or m12(E)

m11(E) or m12(E)

m10(E)

m11(E)

m15(E)

2'' Chamfer

Cellular polystyrene

Fabric bearing pad

2'' Cellular polystyrene and fabric bearing pad, typ.

(secure bars such that they remain centered and level during pouring of the concrete.)

1'' x 1'-3'' x 2'-4'' Cellular polystyrene

1'' x 1'-3'' x 2'-4'' Formed joint

See Section A-A

For m10(E) bars, typ. See sheet of for hole location.
m15(E) or m14(E)

m10(E)

m13(E) or m14(E)

m11(E) or m12(E)

m10(E)

m10(E)

m11(E)

m12(E)

m11(E)

m12(E)

m13(E) or m14(E)
The approach slab seat shall have a constant slope determined from control points shown. The approach slab seat shall have a constant slope determined from the control points shown.

Reinforcement bars in diaphragms are billed with superstructure on sheet  of  .

Concrete in diaphragm is included with Concrete Superstructure on sheet  of  .

For details of bars s100(E), s111(E) and s100(E) see sheet  of  .

The s100(E) and s111(E) bars shall be placed parallel to the beams. Staffing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
**DIAPHRAGM DETAILS**

**Approach slab**
- Control point
- 1'-3"

**Approach slab seat**
- Control point
- 1'-3"

**Construction joint**
Recommended by supplier.
- Wingwall with suitable adhesive as per Article 1051.09 of the Standard Specifications bonded to 2" PJF.

**Abutment**
- Fabric bearing pad
- 1" Cellular polystyrene

**Notes:**
- Reinforcement bars in diaphragm are billed with superstructure on sheet.
- Concrete in diaphragm is included with Concrete Superstructure.
- For details of bars s10(E), s11(E), and v100(E) see sheet.
- The s10(E) and s11(E) bars shall be placed parallel to the beams.
- Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**PLAN AT ABUTMENT**
(Showing bottom flange of beam)
DIAPHRAGM DETAILS

**Diaphragm at Abutment**

- Approach slab
- Control point
- 1'-3" (typ. between beams)
- Approach slab seat
- Control point
- 1'-3" (typ. when beams are set during pouring of the concrete)
- Construction joint recommended by supplier.

Fabric bearing pad, typ. Cellular polystyrene and fabric bearing pad. (See Section A-A)

**Diaphragm at Abutment**

1/2" x 1/4" formed joint with bridge relief joint sealer (full width)

- 1-1/2" or 1-1/4" Formed holes for m11(E) bars, typ.
- 2-1/2" or 2-1/4" Formed holes for m12(E) bars

**Notes:**
- Reinforcement bars in diaphragm are billed with superstructure on sheet of.
- Concrete in diaphragm is included with Concrete Superstructure on sheet of.
- For details of bars s10(E), s11(E) and v100(E) see sheet of.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**Section A-A**

- Plan at Abutment (showing bottom flange of beam)
- 2" PJF (per Article 1051.09 of the standard specifications) attached to wingwall with suitable adhesive as recommended by supplier.

**Section B-B**

- Approach slab
- Control point
- Construction joint
- Slope %

**Fabric Bearing Pad**

- 1" Cellular polystyrene according to ASTM C 578 (Type I-I and IV-XV)

**PLAN AT ABUTMENT**

(Diagram showing bottom flange of beam)
**DIAPHRAGM DETAILS**

**S k e w**

- Approach slab: 2'-3" (typ. between beams)
- Approach slab seat: 1'-3" (typ. when beam is placed in the respective copy location)
- Construction joint: recommended by supplier.

**Construction Joint**

A wingwall with suitable adhesive as recommended by supplier.

**Notes:**

- Reinforcement bars in diaphragm are billed with superstructure on sheet.
- Concrete in diaphragm is included with Concrete Superstructure on sheet.
- For details of bars s10(E), s11(E), and s100(E) see sheet A-A.
- The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the central points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**Plan at Abutment**

(Showing bottom flange of beam)
**DIAPHRAGM AT ABUTMENT**

- @11(X) bars at ±12" cts.
  - #5 @11(X) bars at ±12" cts.
  - 1'-10" each end
  - 1'-10" each end
  - 1'-10" each end
  - 1'-10" each end

-展品 材料并
  - 1'-10" each end
  - 1'-10" each end
  - 1'-10" each end
  - 1'-10" each end

- Control point
  - 1'-3"
  - 1'-3"
  - 1'-3"
  - 1'-3"

- Construction joint
  - Recommended by supplier.
  - Standard Specifications)
  - Bonded to
  - 2" PJF (per Article 1051.09 of the
  - Road.

- Approach slab seat
  - Control point
  - 1'-3"
  - 1'-3"
  - 1'-3"
  - 1'-3"

- Wingwall with suitable adhesive as
  - C 578 (Types I-II
  - According to ASTM

- Cellular polystyrene
  - Fabric bearing pad
  - Typ.

- Notes:
  - Reinforcement bars in diaphragm are billed with superstructure on sheet.
  - Concrete in diaphragm is included with Concrete Superstructure on sheet.
  - Formed joint
  - See sheet for hole locations.
  - The @10(X) and @11(X) bars shall be placed parallel to the beams.
  - Staggering for these bars shall be at right angles to the beams.
  - The approach slab seat shall have a constant slope determined from
  - Construction joint.
  - The approach slab seat shall be centered and level during pouring of the concrete.
  - Secure bars such that
  - they remain centered and level during pouring of the concrete.

**SECTION A-A**

(at M. E.6)

- Reinforcement bars in diaphragm are billed with superstructure on sheet.
- Concrete in diaphragm is included with Concrete Superstructure on sheet.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Reinforcement bars are billed with superstructure on sheet.
- Concrete in diaphragm is included with Concrete Superstructure on sheet.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

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**PLAN AT ABUTMENT**

(Showings bottom flanges of beam)
**DIAPHRAGM AT ABUTMENT**

1. **Approach slab** - 1'-3" (typ. between beams)
2. **Control point** - 1'-3"
3. **Approach slab seat** - 1'-3" (typ. between beams)
4. **Construction joint** - Recommended by supplier.

**Notes:**
- Reinforcement bars in diaphragm are billed with superstructure on sheet of.
- Concrete in diaphragm is included with Concrete Superstructure on sheet.
- For details of bars s10(E), s11(E) and v100(E) see sheet of.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**SECTION B-B**

- **Approach slab**
- **Control point**
- **Construction joint**

**PLAN AT ABUTMENT**

- **2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.**
- **Concrete in diaphragm** is included with Concrete Superstructure on sheet of.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
DIAPHRAGM DETAILS

**Approach slab**
- Control point 1'-3" (typ., between beams)
- Approach slab seat 1'-3" (typ., between beams)

**Construction joint**
Recommended by supplier.

**Wingwall with suitable adhesive as Standard Specifications bonded to 2" PJF (per Article 1051.09 of the Rdwy.**

**Notes:**
- Reinforcement bars in diaphragm are billed with superstructure on sheet of.
- Concrete in diaphragm is included with Concrete Superstructure on sheet of.
- For details of bars s10(E), s11(E) and v100(E) see sheet of.
- The s10(E) and s11(E) bars shall be placed parallel to the beams.
- Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**DIAPHRAGM AT ABUTMENT**

**SECTION A-A**

2" Cellular polystyrene
- According to ASTM C 758 (Types I-V and IV-VI)

**PLAN AT ABUTMENT**

(Showing bottom flange of beam)

**SECTION B-B**
**DIAPHRAGM AT ABUTMENT**

- **Approach slab seat:** 1'-3" (typ. when beams are bent during pouring of the concrete)
- **Construction joint:** Recommended by supplier.翼墙与合适粘合剂粘合。
- **Fabric bearing pad, typ.:** 1" x 1'-3" x 3'-0"

**SECTION B-B**

- **Approach slab seat:** 1'-3"
- **Construction joint:** 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to 2" PJF (types I-II according to ASTM C 578 (Types I-IV) and IV-XV)

**SECTION A-A**

- **Cellular polystyrene and fabric bearing pad, typ.:** See Section A-A.
- **Reinforcement bars:**
  - 1-#6 m14(E) bar typ. between beams
  - 4-#6 m10(E) bars

Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet of.
- Concrete in diaphragm is included with Concrete Superstructure on sheet of.
- For details of bars s10(E), s11(E) and v100(E) see sheet of.
- The s10(E) and s11(E) bars shall be placed parallel to the beams. The approach slab seat shall have a constant slope determined from the control points shown.
- The approach slab seat shall be right angle to the beams.
- The approach slab seat shall be at right angles to the beams.
- Project: Cellular polystyrene is included with Concrete Superstructure.
Each End - #5 s11(E) bars

During pouring of the concrete, bars shall be braced for stability and remain braced until the deck is poured and cured. Cost of cellular polystyrene is included with Concrete Superstructure.

Concrete in diaphragm is included with Concrete Superstructure on sheet of . For details of bars s10(E), s11(E) and v100(E) see sheet of .

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure.

Beams shall be braced for stability during erection and remain braced until the deck is poured and cured.

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet of .

Concrete in diaphragm is included with Concrete Superstructure on sheet of .

For details of bars s10(E), s11(E) and v100(E) see sheet of .

The approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure.

Beams shall be braced for stability during erection and remain braced until the deck is poured and cured.
DIAPHRAGM AT ABUTMENT

- Approach slab seat
- Construction joint
- Cellular polystyrene and fabric bearing pad

DIAPHRAGM DETAILS

- Skew
- Approach slab
- Control point

SECTION B-B

DIAPHRAGM AT ABUTMENT

- Approach slab seat
- Control point
- Construction joint

SECTION A-A

DIAPHRAGM AT ABUTMENT

- Approach slab seat
- Control point
- Construction joint

PLAN AT ABUTMENT

- Approach slab seat
- Control point
- Construction joint

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DIAPHRAGM DETAILS

- Skew
- Approach slab
- Control point

Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet.
- Concrete in diaphragm is included with Concrete Superstructure on sheet.
- Formed holes for m15(E) bars, typ.
- For details of bars s10(E), s11(E), and v100(E) see sheet.
- The s10(E) and s11(E) bars shall be placed parallel to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
**DIAPHRAGM AT ABUTMENT**

- **Approach slab seat:** 2'-10" x 1'-9" x 3'-0"
  - (Secure bars such that they remain centered and level during pouring of the concrete.)
  - See Section A-A

- **Approach slab:** 1'-3"
  - See Section A-A

- **Approach slab seat:** 1'-3" x 1'-3" x 3'-0"
  - See Section A-A

- **Construction joint:** Recommended by supplier.
  - Wingwall with suitable adhesive as per Article 1051.09 of the Standard Specifications bonded to 2" PJF.

- **Back of Abut.**

- **Cellular polystyrene:**
  - 1" Cellular polystyrene
  - Fabric bearing pad, typ.

- **Fabric bearing pad:**

- **Reinforcement bars:**
  - S10(E) bars, typ.
  - S11(E) bars, typ.
  - V100(E) bars
  - M15(E) bars, typ.
  - M10(E) bars, typ.
  - M11(E) or M12(E) bars, typ.
  - M13(E) or M14(E) bars, typ.
  - S10(E) or S11(E) bars, typ.

- **Reinforcement bars in diaphragm are billed with superstructure on sheet 6.**

- **Concrete in diaaphragm is included with Concrete Superstructure on sheet 6.**

- **Notes:**
  - For details of bars S10(E), S11(E) and S100(E) see sheet 6.
  - The S10(E) and S11(E) bars shall be placed parallel to the beams.
  - Spacing for these bars shall be at right angles to the beams.
  - The approach slab seat shall have a constant slope determined from the control points shown.
  - For details of bars S10(E), S11(E) and V100(E) see sheet 6.
  - See Section A-A for hole locations.
  - Ø Formed holes for M15(E) bars, typ.
  - See Section A-A for hole locations.
  - Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

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**DIAPHRAGM DETAILS**

**DIAGRAM OF ABUTMENT**

(Showing bottom flange of beam)
Approach slab seat

Construction joint recommended by supplier.

Each End - #5 s11(E) bars, typ. thru Each Beam.

2-#5 m15(E) bars, typ. thru Each Beam. (Secure bars such that they remain centered and level during pouring of the concrete.)

Approach slab

Control point

1'-3"

1'-0"

1'-2"

1'-3"

2" Chamfer

DIAPHRAGM AT ABUTMENT

SECTION B-B

DIAPHRAGM DETAILS

Approach slab

Control point

1'-3"

Construction joint

SECTION A-A

PLAN AT ABUTMENT

(Drawing bottom flange of beam)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet of.
Concrete in diaphragm is included with Concrete Superstructure on sheet of.
For details of bars s10(E), s11(E) and v100(E) see sheet of.
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of cellular polystyrene is included with Concrete Superstructure.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

2" Cellular polystyrene according to ASTM C 578 (Types I-II and IV-XV)

2" P/F (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.

Concrete bearing pad

6-#6 m10(E) bars

See Section A-A

Cellular polystyrene and fabric bearing pad, typ.

2-#5 m15(E) bars, typ. thru Each Beam.

4-#6 m12(E) bars

1'-0"

Each End

Sheets

2" Chamfer

Note:

8" typ. btwn. bms.

±12" cts., typ.

2-#6 m13(E) bars, typ.

6-#6 m15(E) bars

See Section A-A

Back of Abut.

1'-0"

1'-3"

Back of Abut.

1'-9"

1'-0"

1'-10"

1'-10"

1'-3"

1'-3"

1'-2"

1'-10"

1'-10"

1'-9"

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DIAPHRAGM AT ABUTMENT

DIAPHRAGM DETAILS

1. Approach slab
2. Control point
3. Skew
4. Approach slab seat
5. Construction joint

Notes:
- Reinforcement bars in diaphragms are billed with superstructure on sheets.
- Concrete in diaphragm is included with Concrete Superstructure on sheets.
- For details of bars s10(E), s11(E) and v100(E) see sheet of.
- The s10(E) and s11(E) bars shall be placed parallel to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cast of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

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**Approach slab**

- Control point
- Construction joint

**Approach slab seat**

- Control point
- Construction joint

**Cellular polystyrene and Fabric bearing pad, typ.**

**Construction joint recommended by supplier.**

**Wingwall with suitable adhesive as Standard Specifications bonded to 2" PJF (per Article 1051.09 of the Roadway).**

**Notes:**
- Reinforcement bars in diaphragm are billed with superstructure on sheet.
- Concrete in diaphragm is included with Concrete Superstructure on sheet.
- For details of bars v100(E), s11(E) and v100(E) see sheet.
- The v100(E) and s11(E) bars shall be placed parallel to the beams.
- Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**DIAPHRAGM DETAILS**

**DIAPHRAGM AT ABUTMENT**

**SECTION B-B**

**PLAN AT ABUTMENT**

(Showing bottom flanges of beam)
**DIAPHRAGM AT ABUTMENT**

- Approach slab
- Construction joint
- Approach slab seat
- Slop %
- Approach slab seal
- Control point
- Control point

**SECTION A-A**

- 3-5 #5 bars, typ. between beams (secure bars such that they remain centered and level during pouring of the concrete)
- 5-#5 #5 bars, typ. between beams. See Section A-A

**DIAPHRAGM DETAILS**

- Approach slab
- Control point
- Approach slab seat
- Control point
- Construction joint
- Recommended by supplier.

**Notes:**
- Reinforcement bars in diaphragm are billed with superstructure on sheet of.
- Concrete in diaphragm is included with Concrete Superstructure on sheet of.
- For details of bars #10(E) and #10(E) see sheet of.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**PLAN AT ABUTMENT**

- Showing bottom flange of beam
- 2 Chamfer
- 2 Chamfer
- 2 Chamfer
- 2 Chamfer
- 2 Chamfer

**SECTION B-B**

- Approach slab
- Construction joint
- Approach slab seat
- Control point
- Control point

**PLAN AT ABUTMENT**

- Showing bottom flange of beam
- 2 Chamfer
- 2 Chamfer
- 2 Chamfer
- 2 Chamfer
- 2 Chamfer

**DIAPHRAGM AT ABUTMENT**

- Approach slab
- Construction joint
- Approach slab seat
- Control point
- Control point

**DIAPHRAGM DETAILS**

- Approach slab
- Control point
- Approach slab seat
- Control point
- Construction joint
- Recommended by supplier.
The approach slab seat shall have a constant slope determined from the control points shown. The approach slab seat shall have a constant slope determined from the control points shown.

Spacing for these bars shall be at right angles to the beams. For details of bars s10(E), s11(E) and v100(E) see sheet  of  .

Concrete in diaphragm is included with Concrete Superstructure on sheet  of  . Reinforcement bars in diaphragm are billed with superstructure on sheet  of  .

Concrete in diaphragm is included with Concrete Superstructure on sheet  of  . Reinforcement bars in diaphragm are billed with superstructure on sheet  of  .

Concrete in diaphragm is included with Concrete Superstructure on sheet  of  . Reinforcement bars in diaphragm are billed with superstructure on sheet  of  .

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Concrete in diaphragm is included with Concrete Superstructure on sheet  of  . Reinforcement bars in diaphragm are billed with superstructure on sheet  of  .

Concrete in diaphragm is included with Concrete Superstructure on sheet  of  . Reinforcement bars in diaphragm are billed with superstructure on sheet  of  .

Concrete in diaphragm is included with Concrete Superstructure on sheet  of  . Reinforcement bars in diaphragm are billed with superstructure on sheet  of  .
DIAPHRAGM AT ABUTMENT

Approach slab seat 1'-3"
Control point

Construction joint

Approach slab
Control point

SLOPE   %
SLOPE   %

SECTION A-A

PLAN AT ABUTMENT
(Showing bottom flanges of beam)

DIAPHRAGM DETAILS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet of 
Concrete in diaphragm is included with Concrete Superstructure on sheet of 
For details of bars s10(E), s11(E) and v100(E) see sheet of 
The s10(E) and s11(E) bars shall be placed parallel to the beams. 
Spacing for these bars shall be at right angles to the beams. 
The approach slab seat shall have a constant slope determined from 
the control points shown. 
Cost of cellular polystyrene is included with Concrete Superstructure. 
Beams shall be braced for stability during erection and remain braced 
until deck is poured and cured.
**Approach slab**

- Control point: 1'-3" (typ. between beams)

**Approach slab seat**

- Control point: 1'-3" (typ. between beams)

**Construction joint**

Recommended by supplier.

- To be bonded to 2" PJF (per Article 1051.09 of the Standard Specifications) with suitable adhesive as specified by supplier.

**Each End**

- #5 s11(E) bars
- #5 s10(E) bars
- #5 s10(E) bars

**Foundation joint**

- Formed joint with bridge relief joint sealer (full width)

**Diaphragm at Abutment**

- Each End:
  - #5 m15(E) bars
  - 1'-10" Chamfer
  - #5 m13(E) or m14(E) bars

**Plan at Abutment**

- (Showing bottom flange of beam)

**Notes:**

- Reinforcement bars in diaphragm are billed with superstructure on sheet of.
- Concrete in diaphragm is included with Concrete Superstructure on sheet of.
- For details of bars s10(E), s11(E) and v100(E) see sheet of.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

**Cellular polystyrene and fabric bearing pad:** typ. between beams.

- Approach slab:
  - Control point: 1'-3"

- Approach slab seat:
  - Control point: 1'-3"

- 3-#5 m15(E) bars:
  - (secure bars such that they remain centered and level during pouring of the concrete)

- 5-#6 m15(E) bar:
  - See Section A-A

- 5-#6 m12(E) bar:
  - See Section A-A

**Diaphragm at Abutment**

- 2" Cellular polystyrene:
  - According to ASTM C 578 (Types I-II and IV-V)
  - Fabric bearing pad

**DIAPHRAGM DETAILS**

**Structure No.**

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**DIAPHRAGM DETAILS**

- Approach slab
  - Control point 1'-3" (ViewState)
  - 3-4 m15(E) bars
typ. thru each beam (these bars shall remain centered and level during pouring of the concrete)

- Approach slab seat
  - Control point 1'-3"
  - 1-6 m1(E) bar
typ. thru each beam (these bars shall remain centered and level during pouring of the concrete)

- Construction joint recommended by supplier.

- Wingwall with suitable adhesive as Standard Specifications bonded to 2" PJF (per Article 1051.09 of the Rdwy.

---

**SECTION A-A**

- Fabric bearing pad
- Cellular polystyrene (Taking bottom flange of beam)
- 1'-0" PJF (full width)

- 1-6 m1(E) or m14(E) bars
- 1-6 m10(E) or m12(E) bars

- Notes:
  - Reinforcement bars in diaphragms are billed with superstructure on sheet of.
  - Concrete in diaphragm is included with Concrete Superstructure on sheet of.
  - For details of bars s10(E), s11(E), and s100(E) see sheet of.

- The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- The approach slab shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

---

**DIAPHRAGM AT ABUTMENT**

- Approach slab
  - Control point 1'-3"
  - 3-4 m15(E) bars
typ. thru each beam (these bars shall remain centered and level during pouring of the concrete)

- Approach slab seat
  - Control point 1'-3"
  - 1-6 m1(E) bar
typ. thru each beam (these bars shall remain centered and level during pouring of the concrete)

- Construction joint recommended by supplier.

- Wingwall with suitable adhesive as Standard Specifications bonded to 2" PJF (per Article 1051.09 of the Rdwy.

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**SECTION B-B**

- Fabric bearing pad
- Cellular polystyrene
- Approach slab
  - Control point
  - Slope %

- Approach slab seat
  - Control point
  - Slope %

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**PLAN AT ABUTMENT**

- Fabric bearing pad (Showing bottom flange of beam)

---

**DIAPHRAGM DETAILS**

- Structure No.
- State of Illinois
- Department of Transportation
DIAPHRAGM AT ABUTMENT

- #5 s11(E) bars or #27 (fs)
- 1'-0" construction joint
- 7-#6 m15(E) bars
- See Section A-A
- Approach slab seat: 1'-3" (Typ. between beams; see Section A-A)
- Approach slab seat: 1'-0" (Typ. between beams; see Section A-A)
- 3-#6 m12(E) bars
- 3-#6 m11(E) bars
- 3-#6 m10(E) bars
- See Section A-A

SECTION A-A

(See Section A-A)

SECTION B-B

(Shewing bottom flange of beam)

Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet #1.
- Concrete in diaphragm is included with Concrete Superstructure on sheet #1.
- For details of bars s10(E), s11(E) and s10(E) see sheet of .
- The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Beams shall be braced for stability during erection and remain braced until deck is poured and cured.